



**PAUL WOJNO**

10TH DISTRICT

P.O. BOX 30036

LANSING, MI 48909-7536

PHONE: (517) 373-8360

TOLL-FREE: (855) 347-8010

FAX: (517) 373-9230

senpwojno@senate.michigan.gov

**THE SENATE  
STATE OF MICHIGAN**

**COMMITTEES:**

JOINT COMMITTEE ON  
ADMINISTRATIVE RULES (CHAIR)  
ELECTIONS & ETHICS (VICE CHAIR)  
LOCAL GOVERNMENT (VICE CHAIR)  
CIVIL RIGHTS, JUDICIARY & PUBLIC SAFETY  
HEALTH POLICY  
REGULATORY AFFAIRS  
TRANSPORTATION & INFRASTRUCTURE

May 4, 2023

Mr. Brad Wieferich, Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich:

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

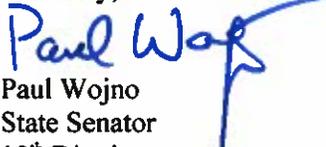
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On January 13, 2021, Detroit BSEED, Detroit Police and Fire, Homeland Security, and the Detroit Public Health Department issued a memorandum ([https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response\\_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf](https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf)) stating:

*"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."*

The facts of this case are indisputable. Allowing these trucks, with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

  
Paul Wojno  
State Senator  
10<sup>th</sup> District



1ST DISTRICT  
STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514  
PHONE: (517) 373-0154  
FAX: (517) 373-6094  
TyroneCarter@house.mi.gov

MICHIGAN HOUSE OF REPRESENTATIVES  
**TYRONE A. CARTER**  
STATE REPRESENTATIVE

**DETROIT CAUCUS CHAIR**  
**COMMITTEES:**  
REGULATORY REFORM (CHAIR)  
CRIMINAL JUSTICE  
JUDICIARY  
MILITARY, VETERANS,  
AND HOMELAND SECURITY

April 21, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

I write today in support of the Detroit International Bridge Company's (DIBC) application regarding certain hazardous material routing designations in Wayne County and urge the Michigan Department of Transportation to approve this application. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

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The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge, rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to approve the new routing designations.

Sincerely,

Tyrone Carter  
State Representative  
1<sup>st</sup> District



20TH DISTRICT  
P.O. BOX 30036  
LANSING, MI 48909-7536

MICHIGAN SENATE  
**ARIC NESBITT**  
SENATE REPUBLICAN LEADER

PHONE: (517) 373-0793  
TOLL-FREE: (855) 347-8026  
senanesbitt@senate.michigan.gov  
www.SenatorAricNesbitt.com

May 16, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

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The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,



Aric Nesbitt  
State Senator  
District 20



We create chemistry

May 8, 2023

Brad Wieferich  
Acting Director  
Michigan Department of Transportation  
425 W. Ottawa Street  
P.O. Box 30050  
Lansing, MI 48909

Troy Hagon  
Director and STC Adviser  
Michigan Department of Transportation  
425 W. Ottawa Street  
P.O. Box 30050  
Lansing, MI 48909

**Re: Imminent closing of the Detroit-Windsor Truck Ferry and the Ambassador Bridge request to lift certain hazardous material restrictions.**

Dear Messrs. Weiferich and Hagon:

BASF Corporation is a global manufacturer of chemicals, innovating to build sustainable technologies that make automobiles more environmentally friendly, homes more energy efficient, food and clean water readily available to a growing population, and more.

Today, our Windsor, Ontario production site manufactures and distributes approximately 2,000 annual truckloads of automotive paint, chiefly to our Wyandotte, Michigan warehouse, in service to the automotive industry. Due to the current restrictions prohibiting these Class 3 Flammable Liquids on the Ambassador Bridge, we route them via the Detroit-Windsor Truck Ferry, totaling approximately 40 miles for every round-trip movement.

Related, with recent news reports about the imminent closure of the ferry, the owner confirms that after failing to secure public subsidies, he will cease operations effective September 30, 2023. We have likewise concluded that there does not appear to be an option to get public funding directed to this private operation. With this confirmation of an imminent closure of the ferry and given the current Ambassador bridge restriction, BASF will have no alternative but to extend our routing of these hazardous materials north to the Blue Water Bridge, adding an additional 300 HAZMAT miles in round trip transit for each of the 2,000 movements, which may increase the potential for safety or environmental impacts.

To that end, we are writing in support of the Detroit International Bridge Company's application to lift the restriction on Class 3 Flammable Liquids and would respectfully ask for your office's speedy review and acceptance. With the restriction lifted, BASF can route materials over the Ambassador Bridge, maintaining roughly the same 40-mile round trip incurred with the ferry. This change would thereby avoid needless exposure to the motoring public associated with the longer haul to Port Huron, and help ensure the safest, most-sustainable movement of goods.

We thank you in advance and appreciate your consideration.

Respectfully submitted,

**Nils Lessmann**  
SVP Coatings Solutions North America  
BASF Corporation

**Apala Mukherjee**  
President  
BASF Canada Inc.

**BASF Corporation**  
26701 Telegraph Rd.  
Southfield, MI 48033  
Tel: (800) 526-1072  
[www.basf.us](http://www.basf.us)

**BASF Canada Inc.**  
5025 Creekbank Rd. Bldg. A Flr. 2  
Mississauga, ON L6W 0B6  
Tel: (289) 360-1300  
[www.basf.ca](http://www.basf.ca)



64TH DISTRICT  
STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES  
**ANDREW W. BEELER**  
STATE REPRESENTATIVE

PHONE: (517) 373-1795  
FAX: (517) 373-5760  
AndrewBeeler@house.mi.gov  
www.RepBeeler.com

May 3, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum stating:

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Sincerely,

Andrew Beeler  
State Representative  
Michigan's 64<sup>th</sup> House District

May 4, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

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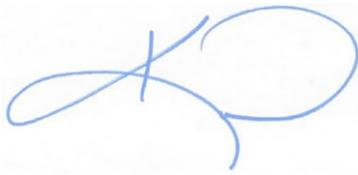
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Sincerely,

A handwritten signature in blue ink, appearing to be 'KW', with a large loop on the right side and a horizontal line crossing the vertical stroke.

Karen Whitsett  
Michigan State Representative

May 8, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

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Sincerely,

A handwritten signature in cursive script that reads "H. Helena Scott". The signature is written in black ink and is positioned above the printed name.

Helena Scott  
Michigan State Representative

May 24, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

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The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tullio Liberati".

Representative Tullio Liberati  
Michigan House of Representatives  
House District 2  
102<sup>nd</sup> Legislature



MICHIGAN STATE SENATE  
**DAN LAUWERS**  
REPUBLICAN FLOOR LEADER

May 31, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

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*Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."*

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge – which is in my district – enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Lauwers", with a stylized flourish at the end.

Dan Lauwers  
State Senator, 25<sup>th</sup> District

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FIRST-CLASS MAIL  
AUTO - IMI  
\$000.47  
06/09/2023 ZIP 48933  
043M31222604

US POSTAGE



MM B/12/23 LANSING MI 48909

Mr. Brad Wieferrich  
Director  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Michigan Department of Transportation

Lansing, MI 48909



FTT-050 48909

JOSEPH N. BELLINO JR.

STATE SENATOR, 16TH DISTRICT  
P.O. BOX 30036  
LANSING, MICHIGAN 48909-7536



Michigan Senate

Joseph N. Bellino Jr.

State Senator

16<sup>th</sup> District

Committees:

Transportation and Infrastructure, MVC  
Energy and Environment  
Regulatory Affairs

May 3, 2023

Mr. Brad Wieferrich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferrich,

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Sincerely,





US POSTAGE PAID BY FTNEY BOWES

ZIP 48933 \$ 000.60<sup>0</sup>

02 4M 000389267 JUN 21 2023



GRAND RAPIDS MI 49502

21 JUN 2023 PM 1

Mr. Brad Wierich

P.O. Box 30050

Lansing, MI 48909



48909-14000

REPUBLICAN FLOOR LEADER  
**BRYAN POSTHUMUS**  
STATE REPRESENTATIVE, 90TH DISTRICT  
P.O. BOX 30014  
LANSING, MI 48909-7514



90TH DISTRICT  
STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

**BRYAN POSTHUMUS**

REPUBLICAN FLOOR LEADER

PHONE: (517) 373-0830  
FAX: (517) 373-7806  
BryanPosthumus@house.mi.gov  
www.RepPosthumus.com

June 20, 2023

Mr. Brad Wierich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wierich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum ([https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response\\_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf](https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf)) stating:

*"The applicable departments have carefully reviewed all aspects pertaining to each department's technical requirements of [the Ambassador Bridge's] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."*

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

Bryan Posthumus





63RD DISTRICT  
STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

PHONE: (517) 373-1787  
FAX: (517) 373-9119  
JayDeBoyer@house.mi.gov

**JAY DEBOYER**  
STATE REPRESENTATIVE

May 22, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

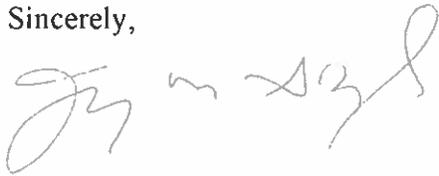
MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum ([https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response\\_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf](https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf)) stating:

*“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”*

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay DeBoyer". The signature is written in a cursive style with a large, looping initial "J".

Jay DeBoyer  
State Representative  
MI House District 63



35TH DISTRICT  
STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

**ANDREW FINK**

STATE REPRESENTATIVE

PHONE: (517) 373-1788  
FAX: (517) 373-5880  
AndrewFink@house.mi.gov  
www.RepFink.com

May 18, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

Thank you for taking the time to consider this letter urging the Michigan Department of Transportation (MDOT) to approve the application submitted by the Detroit International Bridge Company (DIBC) to allow the transportation of hazardous materials along new routing designations in Wayne County. As MDOT itself has recommended granting permission to carry Class 3 and Class 8 hazardous materials across the Ambassador Bridge with pilot escort vehicles, I believe that DIBC's proposal is reasonable.

As services provided by Detroit-Windsor Truck Ferry will be discontinued in September of this year and Class 3 and Class 8 materials cannot currently be transported across the Ambassador Bridge, gasoline products and battery acids will potentially have to be transported an additional 60 miles. This will cause gasoline products from refineries in Detroit and Romulus to be on state streets for far longer.

Both a 2012 MDOT study and a 2021 memorandum issued by the Detroit Buildings, Safety Engineering, and Environmental Department (BSEED), Detroit Police and Fire, Homeland Security, and the Detroit Public Health Department indicate either no opposition to or support for allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge. Additionally, since MDOT's 2012 study, fire suppression and water retention systems have been added to the Ambassador Bridge and trucks have been provided direct access to enter and exit the bridge from the highway through the Gateway Project.

MDOT would enhance public safety by allowing trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge. With that in mind, I urge MDOT to approve DIBC's application for new routing designations.

Sincerely yours,

A handwritten signature in black ink, appearing to read "A. Fink".

Andrew Fink  
State Representative  
Michigan's 35<sup>th</sup> District



THE SENATE  
STATE OF MICHIGAN

KEVIN HERTEL

12TH DISTRICT

P.O. BOX 30036

LANSING, MI 48909-7536

PHONE: (517) 373-7315

FAX: (517) 373-3126

senkhertel@senate.michigan.gov

April 20, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT's 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum ([https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response\\_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf](https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response_Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf)) stating:

***“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”***

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Hertel". The signature is fluid and cursive, with a large initial "K" and a stylized "Hertel".

Kevin Hertel  
State Senator  
District 12



58TH DISTRICT  
STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

PHONE: (517) 373-1794  
FAX: (517) 373-5768  
NateShannon@house.mi.gov

## NATE SHANNON

STATE REPRESENTATIVE

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

April 19<sup>th</sup>, 2023

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

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On January 13, 2021 Detroit BSEED, Detroit Police and Fire, Homeland Security and the Detroit Public Health Department issued a memorandum (<https://www.ambassadorbridge.com/wp-content/uploads/2021/01/CCM-Benson-Response-Ambassador-Bridge-Hazardous-Materials-Memo-January-14-2021-Final-1.pdf>) stating:

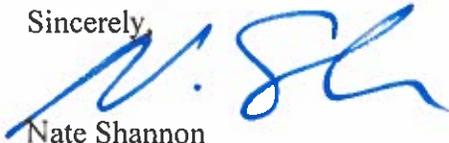
*“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request*



*to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."*

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,



Nate Shannon

Chair of Transportation, Mobility, and Infrastructure  
Michigan House of Representatives – House District 58

*“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues, and held meetings with [the Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT’s approval.”*

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

Rep. Luke Meerman  
89<sup>th</sup> District



**LUKE MEERMAN**  
STATE REPRESENTATIVE, 89TH DISTRICT  
P.O. BOX 30014  
LANSING, MI 48909-7514

GRAND RAPIDS MI 493  
7 JUN 2023 PM 6



Mr. Brad Wieferrich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909



89TH DISTRICT  
STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

**LUKE MEERMAN**

STATE REPRESENTATIVE

PHONE: (517) 373-0838  
FAX: (517) 373-9830  
LukeMeerman@house.mi.gov  
www.RepMeerman.com

June 6, 2023

Mr. Brad Wieferrich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferrich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT’s own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

MDOT’s 2012 study summarized that allowing gasoline and battery acids to cross at the Ambassador Bridge creates a net safety benefit to Southeastern Michigan because it will reduce the miles driven by hazmat trucks on Michigan roads. New updates have further increased public safety benefits to the community due to complete fire suppression and water retention systems on the Ambassador Bridge and the completion of the Gateway Project that allows trucks direct access to enter and exit the bridge from the highway and keeps them off neighborhood roads.

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95TH DISTRICT  
STATE CAPITOL  
P.O. BOX 30014  
LANSING, MI 48909-7514

MICHIGAN HOUSE OF REPRESENTATIVES

**BILL G. SCHUETTE**

STATE REPRESENTATIVE

PHONE: (517) 373-0152  
FAX: (517) 373-8738  
BillSchuette@house.mi.gov

May 3, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding certain hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular, that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

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The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge, enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Best,



Bill G. Schuette  
State Representative  
95<sup>th</sup> House District

**RAPHAEL WASHINGTON**

*Wayne County Sheriff*



**OFFICE OF THE SHERIFF**

4747 WOODWARD AVE. DETROIT, MI 48201  
TEL: (313) 224-2222 • FAX: (313) 833-0871

May 4, 2023

Mr. Brad Wieferich  
Director  
Michigan Department of Transportation  
Murray D. Van Wagoner Building  
P.O. Box 30050  
Lansing, MI 48909

Dear Director Wieferich,

I write to strongly urge the Michigan Department of Transportation (MDOT) to approve the Detroit International Bridge Company (DIBC) application regarding specific hazardous material routing designations in Wayne County. MDOT's own December 2012 study recommends allowing Class 3 and Class 8 hazardous materials to cross the Ambassador Bridge with pilot escort vehicles.

Recently, the Detroit-Windsor Truck Ferry announced that they would be closing their operation in September 2023. This means Class 3, or gasoline products, and Class 8, or battery acids, will have to be transported an additional 60 miles on heavily trafficked Michigan roads in order to cross into Canada since the Ambassador Bridge is not currently permitted to allow these materials to cross. Gasoline products, in particular that originate at the Marathon refineries in Detroit and Romulus will be on our state streets far longer than necessary if we do not fulfill our obligation to route this material safely.

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***“The applicable departments have carefully reviewed all aspects pertaining to each department’s technical requirements of [the Ambassador Bridge’s] request to MDOT to allow for the transport of Class 3 and Class 8 hazardous materials. The departments have met on multiple occasions to discuss all open issues and held meetings with [the***

*“Safer communities through effective, professional law enforcement.”*

*Ambassador Bridge] to resolve those matters. After careful consideration, we do not object to this request to move forward for MDOT's approval."*

The facts of this case are indisputable. Allowing these trucks with escort vehicles to cross the Ambassador Bridge rather than drive hundreds of miles out of their way on heavily trafficked Southeast Michigan roads to cross at the Blue Water Bridge enhances public safety. With that in mind, I urge MDOT to simply follow the facts and approve the new routing designations.

Sincerely,

  
Raphael Washington  
Wayne County Sheriff